National Tribune.

"TO CARE FOR HIM WHO HAS BORNE THE BATTLE, AND FOR HIS WIDOW AND ORPHANS."

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MILITARY MEMOIRS.

Beginning the March Through the Carolinas.

CRADLE OF REBELLION.

Feeling of the Soldiers Against South Carolina.

BURNING COLUMBIA.

It Was Undoubtedly Done by Rebel Cavalry.

BY BREVET MAJ.-GEN. WM. P. CARLIN, COLONEL 4TH U. S. INF.

XXVII.

There were numerous delicate but reliable indications that the downfall of Jefferson Davis and his confederates was drawing nigh when Sherman's army became master of Savannah. "Rats desert a sinking ship" is a saying that has many applications in politics and civil wars. Some Confederate officers of high rank left their families in Savannah to the mercies of Sherman and his men, who had been denounced by the Secession leaders and press as unmerciful to all Southern people, regardless of age or sex. These families soon made themselves known to Sherman and such of his officers as had known them in the old Army and at West Point. It was agreeable, doubtless, to both sides to meet in the characters of protectors and proteges. It was remarkable with what equanimity, if not cheerfulness, some of these fair Confederates submitted to the fate of the conquered. And no wonder at that. The city was apparently destitute of the necessaries of life. It was commonly reported that there was absolutely no food in the city except rice, and some elegant ladies assured me that a plain calico dress was the finest they had been able to procure for several years.

One man who had known me in my earliest youth, who was, in fact, a relative of mine, hunted me up and renewed our acquaintance. He had, according to his account, been caught south of the lines when the war broke out, and had been "pressed" into the service, as it were. Of course, he had been "loyal to the United States" at all times, according to his own account. But, it must be observed, if the Secessionists had succeeded he would have had ample proof of loyalty to the Confederacy. He claimed a large interest in the 31,000 bales of cotton captured by Sherman's army. Whether he ever established his claim or not I cannot say; but in some way he became a Special Agent of the U. S. Treasury Department, and had much to do with seizing cotton claimed by that Department during the years immediately following the collapse of the Confederacy. There were many men of this class who made their appearance when the

THE SOLDIER'S DOMINANT PASSION.

CRASH BECAME INEVITABLE.

There was another peculiar class of persons who, unfortunately for me, succeeded in enlisting my sympathies. As the war progressed many Union soldiers who had been captured by the Confederates, or surrendered to them, were induced to enlist in the Confederate armies and to fight for that cause against the flag and armies of the United States. Some of these men were organized into separate battalions. At Savannah there was one or more battalions composed of this class of men. They occupied a place in front of the right of my line. A few days before Hardee evacuated Savannah some of these men formed a conspiracy to desert the Confederate side and come over again to ours and surrender. Some few of the party succeeded in escaping from the Confederate lines and entering ours, but the conspiracy had been betrayed by one of their number, and they who came to me reported that a large number had been tried by a drumhead court-martial, convicted, sentenced to death, and executed on the spot by order of Brig.-Gen. Hugh Mercer, Confederate States army. A night after the above alleged occurrence about 20 more of these renegades escaped to our lines and were brought to me.

They gave full accounts of the execution of their companions. I caused the statements to be made in writing, and forwarded a communication setting forth these statements to my superiors in authority, who had a right to investigate such matters. That was in December, 1864, or January, 1865. Long after the war was over, and after all the Confederate armies had surrendered, I believe it was nearly a year after the occurrences stated above, I received a communication from the Adjutant-General of the Army, directing me to appear at Savannah, Ga., at a certain date, in the Winter of 1865-6, before a military court, with my witnesses, to substantiate the charges preferred against Brig.-Gen. Mercer, late of the Confederate States army! This was after my so-called witnesses had been turned loose and scattered all over the earth—perhaps to the various countries of which they were natives! This was assuming that I had, at my own expense, kept these twenty-odd double deserters and traitors around my person, at my own expense, all these 10 or 12 months, in order to make out a case against Brig.-Gen. Mercer! I was too sadly convinced by this affair that my sympathy with these fellows was sadly misplaced. But on a subsequent occasion one of this same class was instrumental in rendering Sherman's army and the Union cause a great service, which will be related in the history of the battle of Bentonville, N. C., March 19, 1865.

In a city of perhaps 25,000 inhabitants, which had been blockaded for about three years, and which was flooded with Confederate States notes, which still passed outside the Union lines for money, it was not to be expected that the people within those lines should have the means of buying the necessaries of life, however rich they might be in jewelry, houses, stocks, lands, etc. The very quick commercial instinct of the people was shown, however, by the promptness with which they availed themselves of their knowledge of human wants, and especially of soldiers' wants, and proceeded to minister to them in a business-like way. From some inexplicable law of nature soldiers are

EXTRAVAGANTLY FOND OF PIES,

and it makes little difference what kind of pies they are. Give them a crust and a filling, (it is not essential that either should be according to the standard works on cookery,) and call them pies, and business opens up lively at once. Some ladies proceeded at once to avail themselves of this knowledge of the soldiers' appetites, and had their servants bake pies, and sell them to the men at very remunerative prices. In some cases the materials for these pies were given to the ladies by the Commissary Department or individual officers. In this way the ever true and useful greenback began to circulate quite freely in Savannah. And I remember an instance where an utterly worthless Confederate note for $100 was revivified and became worth its par value by simply stepping across the line between the Union and Confederate lines. It occurred in this way: Some foragers from the gallant 88th Ind., Col C. E. Bryant commanding, had, just before arriving at Savannah, been experimenting with their divining rods (ramrods, of course), and had discovered under the surface of the earth about a bushel of Confederate States notes, which, expressed in dollars, amounted to about 350,000—that is, about $1,000 per man. After declaring a dividend and paying it to his regiment, the Colonel had a few bills left over, which he courteously distributed as souvenirs to other officers and friends, and among them the writer became the recipient of $100. In Savannah at that time (and ever since) this note was worthless, but at Charleston, where the Confederate banner still waved feebly over a sickened and disheartened people, this note was good for all its face called for.

RECEPTION BY SECRETARY STANTON.

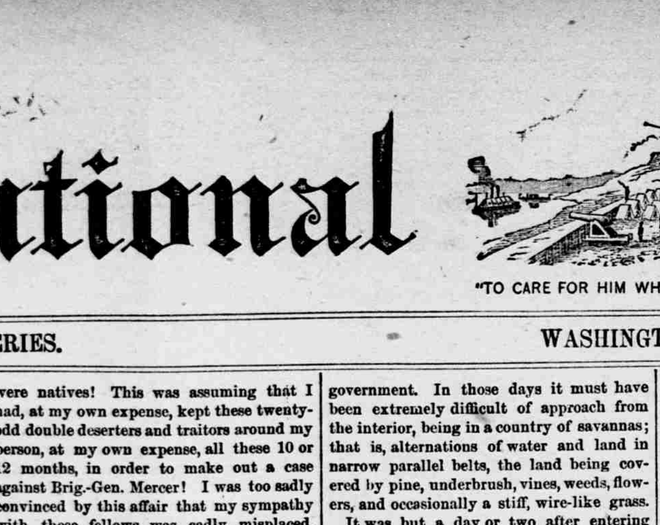
A very accomplished and agreeable lady of Northern birth, but of Southern adoption, had procured from General Sherman permission to visit Charleston, where her husband was located, in the Confederate service. Knowing that she contemplated this trip, I offered her the Confederate note, saying that she might possibly find it useful. The offer was accepted, and she told me after her return that it served her well.

The few men who remained in Savannah after Sherman took it bore the air of those who regarded the war as virtually ended. Even a brother of Gen. W. J. Hardee remained, and was an occasional visitor at Gen. Sherman's quarters. That part of Savannah actually covered by buildings, streets, parks, etc., and still having pavements, was very pretty; but after leaving the city proper one plunged abruptly into a jungle. There was one place, an appurtenance to Savannah, of which the people seemed very proud. This was Bonaventure, the cemetery. From all accounts it must have been very appropriately laid out and decorated with liveoaks, the funereal aspect of which trees is undoubted. I suppose Gen. Oglethorpe did the best he could when he selected the site of Savannah as the seat of his model government. In those days it must have been extremely difficult of approach from the interior, being in a country of savannas; that is, alternations of water and land in narrow parallel belts, the land being covered by pine, underbrush, vines, weeds, flowers, and occasionally a stiff, wire-like grass.

It was but a day or two after entering Savannah that Gen. Sherman and his army were cheered by the news that the Armies of the Cumberland and of the Ohio, under command of Maj.-Gen. George H. Thomas, had gained a complete

VICTORY OVER GEN. HOOD'S ARMY

in front of Nashville on the 15th and 16th of December. It seemed singular that Hood should be besieging Thomas in Nashville at the very same time Sherman was besieging Hardee in Savannah, more than 500 miles away, and singular, too, that both Union armies should be so thoroughly successful. Though Hardee got away with his men, Sherman's gain was immense in prestige and something considerable in heavy guns and cotton. Hood got away, but his loss was great in men as in all other respects. "Nothing succeeds like success" is a saying of the late President Garfield. Thomas's success doubtless saved him from being laid away on the shelf provided for unsuccessful Generals. It is most fortunate for the history of the country that Thomas succeeded in time to prevent this disaster. Still, there will always be some who will sympathize with the impatience of Gen. Grant, caused by Thomas's delay in attacking Hood. If Thomas had failed to defeat Hood and drive him from Tennessee, it is pretty certain that he would have been held to a strict accountability for it.



DESTROYING CARS AND ENGINES.

Soon after Sherman became comfortably settled in Savannah, the renowned Secretary of War, Edwin M. Stanton, arrived in company with Q. M.-Gen. Meigs, Adj't-Gen. Townsend, Gen. J. G. Barnard, and Mr. Simeon Draper, of New York city. It was the mission of Simeon Draper, a local politician of New York, to take charge of and dispose of the 31,000 bales of cotton captured by Sherman's army in Savannah. It would probably have been better for the people of the United States if this cotton had been given to the soldiers who captured it, or to the sailors of Dahlgren's fleet, who co-operated with Sherman's army, or even to have been destroyed by fire, than to have it "cared for" as it was.

An evening was set apart for Secretary Stanton to receive the officers of the army, who were invited to call. I was one of those who paid their respects to him. He was singularly gentle and amiable in his manners to me, which was a surprise, as he had the reputation throughout the army of being very brusque and even discourteous to officers of the army. But that reputation was doubtless acquired in Washington in the War Department, where he felt a necessity of infusing his own great energy into the army commanders and subordinate staff officers. I was present with Mr. Stanton during an interview between him and a certain general officer of Sherman's army, during which the following interrogatories and answers passed between them, viz.:

General Officer—"Why is it that the Army of the Potomac has failed thus far to succeed against Lee?"

Secretary of War—"The corps commanders are played out, or incompetent." (The exact words I will not state, but the above is the substance of them.)

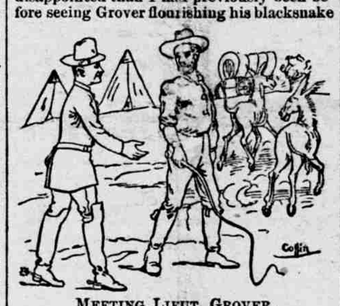
He proceeded: "—— —— is a dead failure. Hancock is the best by all odds; but he is absent."

The general officer then took it upon himself to recommend two or three division commanders of Sherman's army, who would be efficient corps commanders in the Army of the Potomac. The names will not be mentioned.

SHERMAN'S PLANS.

During the time Sherman's army remained in and around Savannah he was, of course, not idle. But what seemed strange to the army was a piece of news that soon leaked out in regard to the future movements of Sherman's army. It was nothing less than this: Grant contemplated having it moved by sea to Virginia to reenforce the Army of the Potomac, or to operate in conjunction with it against Lee's army. This was discouraging news. I don't think anyone liked such a plan. Fortunately Sherman opposed it for many substantial reasons. It was in the very best place to work against Lee, though at a great distance. And fortunately Grant yielded to Sherman's arguments in favor of continuing his march through the heart of South and North Carolina, destroying the railroads and devastating a belt of productive country, on which the armies of the Confederate States had depended hitherto for subsistence. This, too, was in all other respects a wonderfully effective strategic policy, as will be seen. It accomplished all the objects of a successful siege against Charleston and Augusta, without going near either.

When his plans were once completed Sherman began the preliminary step of his campaign against the Carolinas by selecting starting points for his several corps that would enable them to reach the railroad running from Charleston to Augusta simultaneously. These starting points were Robertsville and Purisburg, S. C., and Hardeeville, S. C., for the Fourteenth and Twentieth Corps; Pocotalgo, S. C., for the Seventeenth and Fifteenth Corps. The Seventeenth Corps was sent by sea to Beaufort Island, S. C., and marched thence to Pocotalgo, 30 miles inland. The Fourteenth Corps was ordered to march to Lister's Ferry over the Savannah River, about 40 miles above Savannah city. The cavalry under Kilpatrick was also to cross the Savannah at Lister's Ferry and take position at Robertsville till the general movement began. Savannah was turned over by Sherman to Brig.-Gen. J. G. Foster, commanding the Department, with his headquarters at Beaufort or Hilton Head, who placed the city and defenses in immediate charge of Brig.-Gen. Cuvier Grover, U. S. Vols., and his division, which had just arrived from the army in Virginia. (By the way, this very day, June 14, 1885, I received an official order from the Adjutant-General's Office, Washington, D. C., announcing the death of Gen. Grover, for some years past being the Colonel of the 1st Reg., U. S. Cav. Grover had had a varied experience in the military service, having served in the artillery, the infantry and the cavalry. He was my classmate at West Point, where we graduated in 1850. In 1853 I rode on horseback from Fort Ripley, Minn., to Sauk Rapids, 50 miles lower down the Mississippi River, to see Brevet-Maj. J. J. Stevens, then on the point of departing from Sauk Rapids on his survey of a line of railway from the Mississippi to Puget's Sound, Washington Territory. Arriving at the camp, I learned that Grover was there, attached to Stevens's party. How much I envied Grover for his opportunity to render some valuable service! I had ridden all the way to Sauk Rapids to ask Maj. Stevens (I believe he was then Governor by appointment also of Washington Territory) to apply to have me ordered to report to him. Finding that his staff was full, I concluded sorrowfully to abandon hope in this direction, and crossed the river to Stevens's camp to call on my old classmate, Lieut. Grover, who was then Acting Quartermaster of the expedition. Arriving there, I found Grover with a blacksnake whip in his hand driving up two mules to their wagon for the purpose of harnessing them. I confess my pride was somewhat humbled. I could not avoid asking myself if Grover had studied hard (as he had) for four long years at the National Military Academy in order to become a mule driver? I had a suspicion that there were many men who had never seen West Point or any other academy who could "beat him all hollow" at driving mules. Thinking it possible that Stevens had required this, or that Grover was doing it merely to set an example to his teamsters or herders, I bade him adieu and returned to Fort Ripley, to my quiet, uneventful life of a Second Lieutenant, less disappointed than I had previously been before seeing Grover flourishing his blacksnake whip. Grover was a faithful, able and energetic officer, but a little peculiar.



MEETING LIEUT. GROVER.

THE MARCH THROUGH THE CAROLINAS.

Returning to Savannah: The Fourteenth Corps marched out of Savannah after a long rainy season, when the soil was miry, for Lister's Ferry.

It was quite impossible for wagons and artillery to pass over the roads without an immense amount of labor that was equivalent nearly to building the entire road out of timber. Wherever there were fences the rails were appropriated and laid close together across the roadbed. Where there were no fences, growing trees in the vicinity were felled and carried to the roadbed and laid across it in the same manner. Even then the soil was so soft and so mixed with water that it approached the character of thin mortar or quicksand, causing the rails under the weight of the wagons and artillery to sink down below the surface. Such places had to be watched and repaired till the last of the wagons had passed over. It is probable that many of those rails were driven so deeply under ground that they have never been raised since they were crossed by Sherman's army.

On reaching Lister's Ferry, the bottoms on both sides were filled with water. A delay of several days was thus caused. A gunboat, the Pontiac, under command of Capt. S. B. Luce, U. S. Navy, was sent up from the fleet to assist in crossing, and to protect the pontoon bridges, if that should become necessary. The pontoon train belonged to my division, but was in special charge of Col. George P. Buell, 49th Ind., commanding Second Brigade. Buell was a very energetic officer, and proceeded to lay the bridge as soon as he could reach the river. After a delay of a few days the flooded river had subsided, and the bridge was laid and the crossing commenced. It was no easy undertaking on the South Carolina side to corduroy the road from the bank of the river up the first bench of land and across the bottom to high, dry land near Robertsville.

All difficulties were overcome, however, as the army was in that superb condition, that which caused it to

DEFY ALL OBSTACLES

that human courage and energy could surmount. Corse's Division of the Fifteenth Corps was also compelled to cross at Lister's Ferry, in consequence of the breaking of the pontoon bridge at Savannah. The remaining divisions of the Fifteenth Corps had crossed the Savannah and marched to Pocotalgo by the plank road. Thus, about the 1st of February, 1865, the four corps and cavalry of Sherman's army had gotten into position preparatory to cutting a wide swath through South Carolina and North Carolina. The Fourteenth Corps had remained nearly a month in Savannah. It was a dull, quiet month, but as I was not in first-rate health on arriving, I fancied the rest was needful. During our stay in Savannah, Brig.-Gen. John W. Geary, Military Governor, and his division constituted an efficient police. This position was given to Gen. Geary as a recognition of the fact that his pickets had first discovered the evacuation of the city by the Confederates, and that his division was the first to enter the city. Gen. Geary was well qualified for the position assigned him by Gen. Sherman, having had some experience in civil affairs in Kansas as well as Pennsylvania.

[To be continued.]

SAVING THE NATION.

The Story of the War Retold for Our Boys and Girls.

A BRILLIANT MOVEMENT.

Johnson's Failure to Relieve Pemberton.

BATTLE OF JACKSON.

Last Act in Opening the Mississippi.

BY "CARLETON."

LXVIII.

To the Boys and Girls of the United States:

We must go back to April 17, 1863, to the little village of La Grange, in Mississippi, 50 miles southeast of Memphis, on the railroad running south. It is a beautiful Spring morning. The birds are singing, the air is fragrant with opening flowers, the apple orchards are white with blooms. A brigade of Union cavalry is moving out from La Grange—the 6th and 7th Ill., 2d Iowa, and Smith's battery of artillery, (Co. K, 1st Ill.) The brigade is commanded by Col. Grierson, who has submitted a plan of operations to Gen. Grant. He has conceived the idea of making a rapid march through the entire length of the State of Mississippi, for the purpose of burning railroad bridges, tearing up the tracks, destroying trains, and committing havoc which will paralyze the Confederate operations. If he can destroy the bridges it will prevent Gen. Johnston from sending troops and supplies to Vicksburg or from gathering a Confederate army.

PREPARATIONS.

The preparations are made secretly. The Union soldiers do not know whither they are going. The officers do not. It is of the utmost importance that no one should know what Col. Grierson intends to accomplish. He weeds out all broken-down horses, all weak soldiers. He takes no provision train. He is to march swiftly. He reaches the Tallahatchie River, crosses it near New Albany, hastens on to the town of Pontotoc, where several hundred bushels of salt is stored, belonging to the Confederate Government, also a quantity of ammunition. The salt is destroyed, the ammunition captured. The rapid march has broken down a large number of horses and several men, who are sent back to La Grange with one of the cannon. Col. Grierson has 1,500 men left. Each cavalryman carries 80 rounds of ammunition. They are in light marching order, in condition to move swiftly.

On the fifth day Col. Hatch, with the 2d Iowa and one cannon, turns east, towards Columbus, to destroy the railroad and to puzzle the Confederates. The movement will lead Gen. Johnston to think that Grierson is intending to push east into Alabama. Col. Hatch intends, after destroying the railroad, to sweep northeast and then northwest, back to La Grange; but a Confederate force is gathering to intercept him, and he is obliged to turn south and rejoin Col. Grierson. He loses 10 men, but captures 300 rifles and brings in 200 horses.

THE SCOUTS.

A General to be successful must plan to deceive his opponent. Col. Grierson is in a hostile country. He does not know the roads. He is ignorant of the whereabouts of the Confederate forces, except that Gen. Pemberton is in Vicksburg; that Gen. Gardner is at Port Hudson; Bragg, in Tennessee, and Gen. Johnston somewhere in Mississippi exercising general supervision of the Confederate armies. It is necessary that Col. Grierson should have a body of men always several miles in front or on his flanks to pick up information. He accordingly organized a company of scouts—brave, quick-witted men, who will never be caught napping, and who will always have ready a question or an answer. He obtains butternut-colored clothing from the plantations, arms and equips them as guerrillas, supplies them with good horses, and sends them in advance. When they were fully equipped the members of their own regiments did not know them. They had signs to use in the daytime, passwords at night. They visited plantations pretending to be Confederate soldiers, and were royally cared for by the planters, their wives and daughters.

"Have you seen any Yankee soldiers?" they asked.

"How lately have any Confederate soldiers been here?"

"How far is it to the next town?"

"What roads should we take?"

Such were their questions. At Starkville Col. Grierson found a shoe factory which was manufacturing thousands of shoes for the Confederate Government, also a hat factory; both of which were destroyed. In the shoe factory he found a Confederate Quartermaster who was obtaining shoes for the army, who was taken prisoner.

CROSSING THE BIG BLACK.

The rains had swollen the rivers, and a great flood was passing down the Big Black, overflowing its banks. But Col. Grierson was not to be turned back by high waters. He obtained a boat, in which the ammunition was carried over. The river was too deep to forded, and the men swam their horses. Some are swept away by the swift current, others went far down stream, and are obliged to pick their way through swamps, but the brigade and cannon gain the southern bank at last.

The scouts capture a courier who is carrying dispatches from Gen. Gardner, commanding the Confederates at Port Hudson, to Gen. Pemberton at Vicksburg, thus giving Gen. Grierson important information. The country is well supplied with corn and bacon, and the Union soldiers have no difficulty in obtaining supplies.

DESTROYING TRAINS.

It is 8:30 o'clock in the morning when the scouts reach the town of Newton on the railroad leading east from Vicksburg.

"What time are the trains due?" they ask of an old man who lives in a small house on the outskirts of the village.

"The freight train from the east ought to get along about 9 o'clock," is the reply.

"There is the whistle now."

The scouts hear the scream of the locomotive and the rumbling of the cars. They ride into the town, where there is a hospital with 75 Confederate patients. The scouts gallop towards the railroad station, leap from their horses, rush into the telegraph office. "You are our prisoner," they say to the operator. They cut the telegraph wires; no more messages can be sent from that station till a new instrument is procured.

"The Yanks are here!" The cry comes from the hospital, and the astonished patients rise from their sick-beds. Those who are nearly well rush into the street.

"Go back!" is the stern order from the scouts, who level their carbines ready to fire. The patients obey.

The train comes thundering up the track—25 cars. It runs upon a side track to meet a train from the west. A momen latter engineer, fireman and brakemen are prisoners.

Down from the west comes the other train—12 freight cars and one passenger car. Four of the cars are loaded with ammunition, six with Quartermaster stores, two with goods belonging to people who are fleeing from Vicksburg. We are to remember that Gen. Grant has not yet begun his movement eastward from Port Gibson. The two cars containing the household goods are separated from the others, and then the fires are kindled. A few minutes later both trains are in flames; wood is heaped around the engines, and in a short time they are shapeless masses of iron. At 11 o'clock the fire reaches the shells, which explode in volleys. Col. Grierson with the main body is two miles away. He hears the explosion, and comes upon the gallop, thinking that a fight is going on. He sends a company six miles east to burn bridges, and at 2 o'clock is moving south once more.

The destruction of the two engines and 35 cars is a serious loss to the Confederacy, for they cannot be replaced. Men who make engines cannot be found in a State where men are held as slaves.

The conspirators who have broken up the Union are learning the stern lesson that industry and the mechanic arts cannot flourish side by side with servile labor. They looked with contempt upon the workingmen of the North. Senator Hammond, of South Carolina, called them the "mudsills" of society; but the Confederacy would give a great deal just now for a few thousand such "mudsills" to forge, file, and hammer.

ENTERING BATON ROUGE.

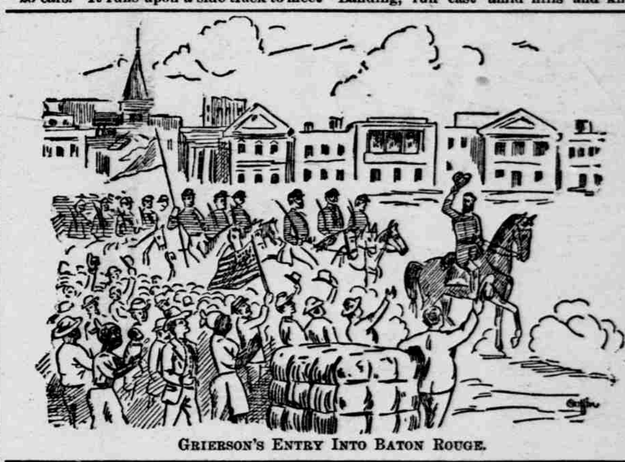
It would be a long story were I to give all the incidents of Col. Grierson's march, but on May 1 we see him entering Baton Rouge, in Louisiana, where there is a body of Union troops, who are astonished when they see the brigade winding into town, Col. Grierson at the head of the column. He has been 17 days on the march, has destroyed a great many bridges; torn up miles of track; kindled fires, bent the rails so that they couldn't be used again, captured 1,000 prisoners, 1,200 horses, destroyed more than $4,000,000 worth of property belonging to the Confederacy, but has scrupulously refrained from destroying private property. By his raid he has paralyzed the movements of the troops under Johnston, prevented a quick concentration of any force in the interior of Mississippi.

Remember, that on the morning of May 1, while Col. Grierson is entering Baton Rouge, the troops under Gen. Grant are leaving the Mississippi below Port Gibson to begin the victorious Vicksburg campaign.

CONFEDERATE AFFAIRS.

I have already written about the siege of Vicksburg—how Grant moved from Port Gibson, defeated Johnston at Jackson, then turned west, fought the battle of Champion's Hill, and closed around the city. We are not to think that Johnston was doing nothing through the month of May; on the contrary, he was hard at work gathering an army. He has the troops which he withdrew from Jackson, together with Loring's Division, which marched away from Champion's Hill. Bragg sends him Breckinridge's Division from Tennessee. Other troops have hastened north from Mobile, others have been gathered from the east. On June 29 he has 26,000. He marches west towards the Big Black River to make a demonstration in Grant's rear, but is confronted by Sherman, with the Fifteenth Corps, under Gen. Steele; the Thirteenth, under Gen. Ord; the Ninth, under Gen. Parke, with Lauman's and Sooy Smith's Divisions, making altogether 40,000.

Gen. Johnston sees that he cannot attack Sherman with any hope of success. While pondering the state of affairs a messenger reaches him with the news that Vicksburg has surrendered. He turns east and marches once more to Jackson, his despondent troops reaching the town July 7. Sherman is at his heels, the Union troops crossing Big Black the same day. The sun pours down its fiercest rays; the troops suffer for want of water and from heat. The Confederates strengthen the intrenchments. Sherman has been over the ground. He is too wise to attempt to storm the breastworks. The Fifteenth Corps is in the center, the Thirteenth on the right, the Ninth on the left, north of the town. The cannonade begins. There is constant skirmishing. Sherman's wagons are bringing bales of cotton for breastworks. The Union cavalry sweep north and south along the railroad 50 miles, destroying the track.



GRIERSON'S ENTRY INTO BATON ROUGE.

On July 12 Lauman's Division comes upon the Confederates in the woods. The conflict is severe. Lauman is repulsed, losing nearly 500 men. Sherman needs ammunition for his artillery. The trains arrive July 16, but on the morning of the 17th, when the cannon are ready to open fire, not a Confederate is to be seen. Johnston has stolen away, marching east towards Alabama. Sherman burns bridges and depots, levels the fortifications, distributes food to the poor people, and then turns west towards Vicksburg.

PORT HUDSON.

There is now but one place on the Mississippi in possession of the Confederates—Port Hudson. Slaves have been at work many months building Confederate intrenchments upon the bluff overlooking the river. The works are very strong, the parapet 20 feet thick, and the ditch outside the intrenchments 15 feet deep. Along the river are 20 heavy siege guns. Admiral Farragut has tried in vain to silence them with his fleet, but his vessels have been roughly handled, and some of them destroyed.

The river makes a sharp bend, running northeast, then turning sharply south, and the great guns in the fortifications can rain a plunging fire upon the fleet. The place can only be captured by an army.

The Confederate works protecting the rear begin a mile below the town, near Ross's Landing, run east amid hills and knolls, come out upon an open plain dotted with trees, then run parallel with the river a mile east of it to Thompson's Creek, a little stream that trickles amid the knolls. There are 30 cannon along these intrenchments. There are 7,000 Confederate troops holding the place, under Maj.-Gen. Gardner.

Gen. Johnston sees that a Union army under Gen. Banks, which has been operating west of the Mississippi, is moving east. It will cross the Mississippi, get in rear of Port Hudson, and invest the place. He sends a messenger May 19 with orders for Gardner to evacuate the place. The messenger does not arrive till the 23d. He is a day late, for the Union troops are landing below the city and closing around it—Gen. T. W. Sherman's Division, near Ross's Landing; then Augur's Division southeast of the town, Paine's in the center, and Weitzel's north. Grierson's cavalry, after a three weeks' rest, is scouring the country east to hold in check any Confederate forces gathering in that direction.

THE ATTACK.

"Assault along the whole line," is the order.

The sun has just risen, May 25, when the Union artillery opens fire. The Confederate cannon reply. Through the forenoon the uproar goes on. It is mid-afternoon before the grand assault begins. The troops advance over broken ground. Their progress is difficult and slow. The musketry begins. There are quick volleys from both sides. The Union troops in the open field suffer severely, while the Confederates behind their intrenchments lose few men. With a hurrah the Union troops rush upon the intrenchments, reach the ditch, to see that it will not be possible for them to scale the parapet. They are compelled to fall back, leaving the ground strewn with nearly 2,000 killed and wounded. It has been a brave but fruitless assault. The Confederate loss is hardly 300.

On the morning of the 26th the Union soldiers are placing siege guns in position, which send heavy shells into the Confederate lines.

Two weeks pass. There is constant skirmishing. The artillery is ever thundering. Every night the Union lines are working nearer the Confederate. We all are to remember that the Union line is seven miles long, and that no end of work must be done—shoveling earth, cutting down trees, digging trenches, moving cannon.

On June 13 Gen. Banks sends a summons to Gen. Gardner to surrender, who refuses. Once more the Union troops rush upon the Confederate works, but they cannot cross the ditch. They gain new ground, almost up to the Confederate lines, and hold it, but at a cost of nearly 2,000 more killed and wounded.

The shovel, and not the bayonet, must do its work. Every night the trenches are carried nearer the Confederate lines.

THE NEWS.

July 7 comes. A messenger arrives from Vicksburg with the news that it has surrendered. A wild cheer goes up from the Union line. The soldiers toss their hats into the air and scream themselves hoarse. They shout the news to the Confederates, "Vicksburg is ours!" A white flag comes out from the Confederate lines. An officer brings a letter from Gen. Gardner to Gen. Banks asking if the news is true. He carries back a copy of Grant's letter.

THE SURRENDER.

The morning of July 8 dawns. Again the white flag flies above the Confederate intrenchments. Gen. Gardner is ready to surrender. His provisions are exhausted. His troops are eating mule meat. Some of them have eaten cats and dogs. It is useless to prolong the contest. At 9 o'clock three Union and three Confederate officers meet between the lines to arrange the terms of capitulation. Seven thousand troops, 51 cannon, and all the stores are given up.

The last place on the Mississippi has surrendered. Look at the events of this first week in July, 1863. The Confederates have been defeated at Gettysburg, losing nearly 30,000. Vicksburg and Port Hudson have surrendered. Nearly 75,000 troops have been lost to the Confederacy, besides the cannon and supplies. The great river is flowing peacefully to the sea, with no Confederate cannon commanding its waters.

The troops of the Northwest have declared to the world that thenceforth it shall flow through an undivided country, while the Army of the Potomac at Gettysburg has manifested to the nations of Europe that thenceforth the country is to be evermore one Nation.

[To be continued.]